

PRE-TRIP SAFETY BRIEFING GUIDE

This briefing guide is designed to assist commanders and other leaders in briefing soldiers before departure on planned trips outside the immediate local area when soldiers are going on leave/pass. Its use is encouraged when soldiers are going on trips even if not on official leave/pass.

1. POV ACCIDENT PREVENTION POLICIES:

- Safe driving takes precedence over all travel schedules.
- Seat belt use is mandatory.
- The consequences of drinking and driving.
- Procedure to follow in case of emergency.

2. COMMON ACCIDENT CAUSES:

a. SPEED

- Speeding/reckless driving is one of the primary causes of POV fatalities.
- If running late, speeding should not be an option. Call the chain of command to work something out so that safe return is assured.
- As speed increases, so does distance required to stop, risk of an accident, and severity of crash if one occurs.
- It takes the average driver 1.5 seconds to react to a hazard.

b. ALCOHOL

- Driving after drinking is one of the primary causes of POV fatalities.
- Use a designated driver if you plan to drink. Volunteer to be a designated driver if you do not intend to drink but will be with others who plan to drink.
- Drinking any amount of alcohol can impair your judgment and driving ability.

c. FATIGUE

- Schedule your trip to avoid driving during normal sleep hours.
- Ensure you are completely rested prior to departure/return from trip.

- Drivers should plan for at least a 15-minute rest stop every 2 hours.
- Limit driving to 350 miles per day or no more than 8 hours on the road.

d. GENERAL

- Stress the value of protective equipment (restraint systems, helmets).
- Encourage soldier to be sure sufficient funds are available to cover expenses. Shortage of funds often leads to marathon driving.
- Avoid driving during late night hours. There is an increased incidence of drunk driving during late night hours.
- Stress the requirements to adjust to winter conditions. Be sure soldiers are reminded to plan more time, prepare their POV for winter conditions, and pack their winter survival kit.

SUPERVISOR'S REVIEW GUIDE

1. Are travel routes planned in advance?
2. Are departure and arrival times appropriate to preclude speeding/fatigue and accommodate unexpected delays/bad weather? Is the number of hours allotted sufficient for mileage? (The Army permits 350 miles per day for PCS or TDY travel. Off-duty drivers should plan on no more than 8 hours on the road per day.)
3. Does the planned trip include sufficient time for meals and rest stops? (Drivers should plan for at least a 15-minute rest stop every 2 hours.)
4. Has weather forecast been checked for planned routes/destinations?
5. Is the vehicle in safe operating condition?
6. Is vehicle insurance up to date/current?
7. Does driver have valid driver's license?
8. Does soldier know procedures to follow to avoid hurrying back to the unit in case of an emergency or unscheduled delay? (DA Form 31, Example Leave/Pass Form Statement, Block 17 or Unit POC Calling Card)?
9. Does soldier have a travel/area map (if appropriate)?
10. Are soldiers informed of and prepared for winter conditions?